

The Montrose Democrat.

"WE JOIN OURSELVES TO NO PARTY THAT DOES NOT CARRY THE FLAG AND KEEP STEP TO THE MUSIC OF THE UNION."

A. J. GERRITSON, PUBLISHER.

MONTROSE, PA., OCTOBER 20, 1859.

VOLUME XVI, NUMBER 41.

THE MONTROSE DEMOCRAT.

PUBLISHED THURSDAYS, BY
A. J. GERRITSON, EDITOR & PROPRIETOR.

OFFICE OF PUBLIC AVENUE, OPPOSITE THE P. O.

TERMS—\$2 per annum, or \$1.50 in advance. Delinquents subject to charge of \$3.00 per year, with interest. Discontinuance optional with the Publisher until all arrearages are paid. Advertisements inserted at \$1 per square of 12 lines; 25 cents per square for each insertion after the first three. One square one year, \$5, each additional square, \$4.

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DR. BLAKESLEY & BRUSH,

HAVE associated themselves for the promotion of the duties of their profession, and respectfully offer their professional services to the invalid Public Office at the residence of Dr. Blakesley, midway between the village of Diocletian and Springville. Apply to A. C. BLAKESLEY, or F. E. BRUSH.

ISAAC L. HUNT,

IMPORTER and Dealer in Foreign and Domestic Hardware, Cutlery, Carriage Trimmings, &c., also manufacturer of American Hardware, and proprietor of S. S. Malleable Iron Works at Newark, New Jersey. No. 215 Front street, near Maiden Lane, New York. [Sept 28, 59.]

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HAVING permanently located in Danadiff offers his professional services to all who may require them. Also keeps constantly on hand a full stock of Drugs and Medicines. Pure Wines and Liquors for Medical purposes. [Sept 26, 59.]

DR. H. SMITH,

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DR. E. F. WILMOT,

GRADUATE of the Allopathic and Homoeopathic Colleges of Medicine, Gt. Bend, Pa. Office corner of Third and Elm streets, nearly opposite the Methodist Church.

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SPECIAL PATENT Agent, Griggs & Kingsbury, manufacturers and jobbers of Straw Goods, Hats, Caps & Furs, Umbrellas, Parasols, Ribbons, and all Millinery articles. No. 46, Cornhill street, New York. [Sept 8, 59.]

WM. H. COOPER & CO.,

BANKERS, Successors to POST, COOPER & CO., Montrose, Pa. Office one door east from Post's Store, Turpin Street. WM. H. COOPER, HENRY DEBBER.

C. O. FORDHAM,

MANUFACTURER OF BOOTS & SHOES. Montrose, Pa. Shop near Tyler's Store. All kinds of work made to order and repaired cheaply and neatly. [Sept 1, 59.]

WM. W. SMITH & CO.,

CABINET and Chair Manufacturers, foot of Main street, Montrose, Pa. angif

DR. G. Z. DIMOCK,

PHYSICIAN and Surgeon. Office over Wilson's store, leading to Seale's Hotel.

DR. JOHN W. COBB,

PHYSICIAN in Surgery. Office on Public Avenue, opposite Seale's Hotel, Montrose.

DR. R. TRAYER,

PHYSICIAN and Surgeon. Montrose Pa. Office in the Farmer's Store.

JOHN GROVES,

FASHIONABLE Tailor. Shop near the Baptist Meeting House, on Turpin street, Montrose, Pa. angif

NEWS OFFICE.

THE New York City Illustrated Newspapers, Magazines, &c. etc. for sale at the Montrose Book Store, by A. N. BULLARD.

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BARBER and Hair Dresser. Shop No. 3 in basement of Seale's Hotel, Montrose.

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WHOLESALE AND RETAIL DEALER IN FLOUR, GRAIN, SALT, &c. NEW MILFORD, PA.—Sole Agent, FRANK'S Office.

WILL keep constantly on hand the best brands of FLOUR—by the sack or barrel. Also, SALT—by the stone, barrel or load. All orders from Merchants and Dealers will be promptly attended to. Cash paid for Grain, Wool, Pelts, Hides, and all Farmers' Produce in their season.

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P. REYNOLDS,

HAVING returned to Montrose for the purpose of resuming the Tailoring Business, respectfully announces to the public that he is prepared to attend to their wants with promptness and fidelity.

Latest Fashions

always on hand. Cutting done on short notice, and warranted to fit. Shop in basement of Seale's Hotel—corner room in front.

NOTICE.

Z. COBB would respectfully announce to the public that he will still be found at the old stand, fully prepared to attend to the wants of the community. He will keep on hand a good stock of

Groceries.

SUGAR, TEAS, COFFEES, SPICES, PEAS, FLOUR, and SALT (by the sack or barrel). Also, and all articles found in the Grocery business. He would particularly call the attention of Farmers and others to the fact that he is constantly receiving fresh supplies of

FIRST RATE FLOUR.

best and medium qualities, which will be delivered for ready pay, in quantities to suit the purchaser. Montrose, Feb. 21st 1859.

Fate of Sir John Franklin's Expedition.

NARRATIVE OF THE CRUISE OF THE STEAM YACHT FOX IN THE ARCTIC SEAS.

The Fox screw discovery vessel (Capt. McClintock) which was sent to the Arctic regions at the expense of Lady Franklin, to discover traces of the missing expedition, arrived off the Isle of Wight on Wednesday the 21st.

PROCEEDINGS OF THE FAC. F. FOX, CONTINUED FROM MAT. 1858.

It will be remembered that the Fox effected her escape out of the main pack in Davis' Straits in lat. 63° deg. N. on the 25th of April, 1848, after a winter's ice drift of 1,104 geographical miles. The small settlement of Holmestown was reached on the 28th, and the necessary supplies obtained as the place afforded.

On the 8th of May our voyage was recommenced, Godhavn and Upernivik visited Melville Bay, entered early in June, and crossed to Cape York by the 20th; here some natives were communicated with; they immediately recognized Mr. Petersen, our interpreter, formerly known to them in the Original expedition under Dr. Kane. In reply to our inquiries for the Equinox dog driver Har, left behind from the Equinox dog in 1848, they told us that he was residing at Whale Sound. Had he been there I would most gladly have embarked him, as his long stay in return to South Greenland countries was unobtainable.

On the 12th of July communicated with the Cape Weyder natives, near Cape Hornburgh they had not seen any ships since the visit of the Phoenix in 1847, but have any wrecks ever drifted upon their shores.

It was not until the 27th of July that we reached Pond's inlet, owing to a most unusual prevalence of ice in the northern portion of Baffin's Bay, and which rendered our progress since leaving Holmestown one of increasing struggle. Without steam power we could have done nothing. Here only one old woman and a boy were found, but served to pilot us into the inlet for twenty-five miles, when we arrived at their village. For about a week we were in constant and most interesting communication with these friendly people. Briefly, the information obtained from them was that nothing whatever respecting the Franklin Expedition, had come to their knowledge, nor had any wrecks drifted in the last twenty or thirty years reached their shores.

The remains of three wrecked ships are known to them; two of these appear to have been the whalers Dexterity and Aurora, wrecked in August, 1821, some seventy or eighty miles southward of Pond's Inlet. The third vessel now almost buried under the snow, lies some miles east of Cape Jay. This people communicate overland every winter with the tribes at Igloodik. They all knew of Parry's ships having wintered there in 1822-3, and had heard of late years of Dr. Rae's visit to Repulse Bay, describing his boats as similar to our whale boat, and his party as living in tents within snow houses, smoking pipes, shooting reindeer, &c. None of them remembered these only one Winter.

No number of the lost expedition had reached them. Within Pond's inlet the natives told us that the ice decays away every year, but so long as any remains whaler abound. Several large whales were seen by us, and we found among the natives a considerable quantity of walrusbone and many narwhal's horns, which they were anxious to barter for knives, files, saws, and wool; they drew it up into chains of the inlet, showing that it expands into an extensive channel looking westward into Prince Regent's Inlet.

The provisions and stores seemed in perfect order, but a small boat was much damaged from having been turned over and rolled along the beach by a storm. The roof of the house received some necessary repairs.

During Autumn attempts were made to carry our depots of provisions toward the magnetic pole, but these almost entirely failed in consequence of the disruption of the ice to the southward. Lieutenant Hobson returned with his sledges parties in November, after much suffering from severe weather, and almost perished on one occasion, when the ice upon which they were encamped became detached from the shore, and drifted off to leeward with them.

Our wintering position was at the east end of Bellot Strait, in a snug harbor, which I have named Port Kennedy, after my predecessor in these waters, the commander of one of Lady Franklin's former searching expeditions. Although vegetation was tolerable abundant, and our two Equinox hunters, Mr. Petersen and several sportsmen were constantly on the alert, yet the resources of the country during 11½ months yielded us eight reindeers, two bears, eight seal and a few water fowl and ptarmigan.

Early Spring journeys were commenced on the 18th of February, 1859, by Capt. Young and myself, Captain Young carrying his pet otter to Prince of Wales Land, while I went southward toward the magnetic pole, in the hope of communicating with the Equinox and obtaining such information as might lead us at once to the object of our search.

I was accompanied by Mr. Petersen, our interpreter, and Alz. Thompson, Quatermaster. We had with us two sledges drawn by dogs. On the 28th of February, when near Cape Victoria, we had the good fortune to meet a small party of natives, and were subsequently visited about forty-five individuals.

For four days we remained in communication with them, obtaining many relics, and the information that several years ago a ship was crushed by the ice off the north shore, off King William's Island, but that all her people landed safely, and went away to the Great Fish River, where they died. This tribe was well supplied with wood, obtained, they said, from a boat left by the white men on the Great River.

We reached our vessel after twenty-five days' absence, in good health, but somewhat reduced by sharp marching, and the unusually severe weather to which we had been exposed. For several days after starting the necessary provisions frozen.

On the 8th of April our long projected Spring journey was commenced; Lieut. Hobson accompanied me first as Cape Fox; and Crozier, and not being visited by the Equinox; since the abandonment of the Equinox and Terror, as the equinox and Terror, lying strewn about, which are in their eyes of precious value, remain untouched.

families living out upon the ice in snow huts; from them we learned a second ship had been seen off King William's Island, and she drifted ashore in the Fall of the same year. From this ship they had obtained a vast deal of wood and iron.

I now gave Lieut. Hobson directions to search for the wreck; and to follow up any traces he might find upon King William's Island. This ship they had obtained a vast deal of wood and iron.

Accompanied by my own party and Mr. Petersen, I marched along the eastern shore of King William's Island, occasionally passing deserted snow huts, but without meeting natives till the 8th of May, when off Cape Norton we arrived at a snow village containing about thirty inhabitants. They gathered about us without the slightest appearance of fear or shyness, although none had ever seen living white people before. They were most willing to communicate all their knowledge and barter all their goods, but would have stolen everything had they not been very closely watched. Many more relics of our countrymen were obtained; but we could not carry away all we might have purchased.

Most of our information was received from an intelligent old woman; she said it was in the Fall of the year that the ship was forced ashore; many of the white men dropped by the way as they went toward the Great River, but this was only known to them in the Winter following, when their bodies were discovered.

Reversing the Straits of King William's Island we continued the examination of its southern shore about ten miles eastward of Cape Herschel a bleached skeleton was found around which lay fragments of European clothing. Upon carefully removing the snow a small pocketbook was found, containing a few letters. These, although much decayed, may yet be deciphered. Judging from the remains of his dress, this officer's name, and his position exactly verified the Equinox's assertion that they dropped as they walked along.

RELIQS FOUND ABOUT ROSS CLIFF, ON POINT VICTORY, MAY AND JUNE, 1859, BROUGHT AWAY.

A six inch disc circle, by Robison, marked 122. A case of medicines, consisting of twenty-five small bottles, consisting of pills, ointment, plaster, oil, &c. A two foot rule, two joints of the cleaning rod of a gun, and a small copper spindle, probably for dog-games of the circular brass plate broken out of a wooden gun case, and engraved "C. H. Ormer, R. N." and "General Ormer silver top of a two foot telescope, a coffee canister, a piece of brass curtain rod. The record tin—the record, dated 25th of April, 1848, has been taken out. A six-inch double frame sextant, on which the owner's name is engraved, "Frederick Horby, R. N."

On the 6th of June, Frederick Horby, R. N. picked his tent, being in the field glass, Point Victory. Lying among some loose stones which had fallen from the top of the cabin, was found a small tin case containing a record, the substance of which is briefly as follows:

"This cabin was built by the Franklin expedition, upon the assumed site of Sir James Ross' Pillar, which has not been found. The Equinox and Terror spent their first Winter at Beechley Island, after having wintered at Wellington Channel lat. 77 deg. N., and returned by the west side of Cornwallis Island. On the 12th of September, 1846, they were best in lat. 70 05 N. and long. 98 23 W. Sir James Franklin died on the 11th of June, 1847. On the 22d of April, 1848, the ships were abandoned five leagues to the N. W. of Point Victory, and the survivors, 108 in number, landed on the island, the 10th of May, 1847. The list is very long. We give the following merely as specimens:

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If the wreck still remains visible, it is probable she lies upon some of the off-lying islets to the southward, between Cape Crozier and Herschel.

On the 28th of June Captain Young and his party returned, having completed their portion of the search, by which the insularity of Prince of Wales' Land was determined, and the coast line intervening between the extreme point reached by Lieutenants Osborne and Hobson discovered; also between Bellot Strait and Sir James Ross' fortress in 1849, at Four River Bay.

On the 14th of June, 1859, Thomas Blackwell, ship's steward, died of scurvy; this man had served in two of the former searching expeditions. The scurvy proved a warm one; we were able to start upon our homeward voyage on the 9th of August, and although the great kindness of Mr. Ollok, the engineer in 1858, left with only two stokers, yet, with their assistance, I was able to control the engine and steam the ship up to Fury Point.

For six days we lay there closely beset, when a change of wind removing the ice, our voyage was continued almost without further interruption to Godhavn, in Disco, where we arrived on the 24th of August, and were received with great kindness by Mr. Ollok, the engineer of North Greenland, and the local authorities, who kindly supplied our few wants.

The two Equinox dog-drives were now discharged, and on the 1st of Sept. we sailed for England.

From all that can be gleaned from the record paper, and the evidence afforded by the boat, and various articles of clothing and equipment discovered, it appears that the abandonment of the Equinox and Terror had been deliberately arranged, and every effort exerted during the third Winter to render traveling equipments complete.

It is much to be apprehended that disease had greatly reduced the strength of all on board, far more perhaps than they themselves were aware of.

The distance by sledge route, from the position of the ships when abandoned, to the boat is sixty-five geographical miles, and from the ships to Montreal Island 220 miles. The most perfect order seems to have prevailed throughout.

In order to extend as much as possible the public utility of this voyage, magnetic, meteorological, and other observations, subservient to scientific purposes, and for which instruments were supplied by the Admiralty of the Royal Society, have been carefully and judiciously taken, and every opportunity has been embraced by the Surgeon, D. Walker, M. D., of forming complete connections in all the various branches of natural history.

This report would be incomplete did I not mention the obligations which have been laid under the compulsion of my voyage, both of officers and men, by their zealous and untiring support throughout.

A feeling of entire devotion to the cause, which Lady Franklin has so nobly sustained, and a firm determination to effect all that men could do, seems to have supported them through every difficulty. With less of this heroic spirit, and cheerful obedience to every command, our small number, being three in all—would not have sufficed for the successful performance of so great a work.

F. L. MCCLINTOCK, Capt. R. N., Commanding the Final Searching Expedition, The yacht Fox, R. Y. S., off the Island of Wight, Sept. 21st, 1859.

Captain McClintock accompanies this official account with a detailed inventory of the relics he has brought home. The list is very long. We give the following merely as specimens:

RELIQS BRN IN LAT. 69 09 N., LONG. 99 24 W., NOT BROUGHT AWAY 30th OF MAY, 1859.

A large boat, measuring 28 feet in extreme length, 7½ in breadth, 2 feet 4 inches in depth. The markings on her stern were: "XXII. W. COOP. N. 1. APR. 1847." It appears that the fore part of the stern had been cut away, probably to reduce weight, and part of the letters and figures removed. An oak sledge upon the boat, 23 feet 4 inches long, and 2 feet wide; six paddles, about 60 fathoms of deep sea lead line, ammunition, four cakes of soap, a chocolate, shoemaker's box with implements, a small tin case containing a pair of very heavy iron shoes, knee boots, carpet boots, sea boots and shoes—in all seven or eight pairs; two rolls of sheet lead, six tin angles for repairing the boat, nails of various sizes for boat, and sledge iron, three small axes, a broken saw, leather cover of a sextant case, a chain cable, gun, silk handkerchiefs, (black, white and colored) towels, sponge, tooth brush, hair brush, a tin of soap, a pair of very heavy iron shoes, knee boots, carpet boots, sea boots and shoes—in all seven or eight pairs; two rolls of sheet lead, six tin angles for repairing the boat, nails of various sizes for boat, and sledge iron, three small axes, a broken saw, leather cover of a sextant case, a chain cable, gun, silk handkerchiefs, (black, white and colored) towels, sponge, tooth brush, hair brush, a tin of soap, a pair of very heavy iron shoes, knee boots, carpet boots, sea boots and shoes—in all seven or eight pairs; 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